

NO MIXING OF WORDS

Pennsylvania Road Official Raps Garfield

FOR CERTAIN REFERENCES

In Company's Relations With Standard Oil Traffic.

SOME VERY SHARP CRITICISM

The Commissioner's Aspersions Declared Inexcusable and Outrageous Perversion of the Facts.

PHILADELPHIA, May 5.—Vice President Taylor of the Pennsylvania Railroad Company today made the following statement concerning the report of Commissioner Garfield in the Standard Oil Inquiry:

"The report of Commissioner Garfield, so far as it refers to our company in its relations with the traffic of the Standard Oil Company, is an inexcusable and outrageous perversion of the facts.

"It is true that there has been in effect a special rate of 9 cents per barrel on oil from Olean to Rochester, and it has not been withdrawn. This rate was originally made in 1888 by the Western New York and Pennsylvania railway, twelve years before the acquisition of that company by the Pennsylvania railroad, in order to retain to the railroad traffic which would otherwise have gone by pipe line. The traffic to be transported was crude oil and unfinished products moving from one refinery to another belonging to the same owners.

"Attention was recently called to the wording of the tariff, which was in effect because it applied to traffic solely within the state of New York, and tariffs upon such traffic are never filed with the commission, whose jurisdiction covers only interstate traffic.

"It was not made, as stated by the report, for the purpose of combination with other rates to produce a secret, low, through rate to New England, and was never, to our knowledge, used for such purposes.

"The so-called 'blind' bill, which was passed in 1904, I presume this is based on the difference between the special rate and the regular classification rate. This commission has been given the right to amend the tariff, which in view of the facts above explained is manifestly no 'blind' bill, as it is not a secret device. This also is untrue. The explanation of so-called 'blind' billing is very simple. Billing by another name used by railroads for manifesting, which is a record of the shipment made in making the movement of the traffic and taking proper account of it. The public never sees a manifest, being interested only in the rate, the bill of lading and freight bill.

When Term 'Blind' Is Used.

"The term 'blind' is used when manifests are made without the details being shown, a practice not infrequently and not peculiar to the oil traffic. Its purpose is to save clerical work. This was fully explained to Commissioner Garfield's representative and it was clearly shown to him, in the case under discussion, that the actual freight money required to be paid by the New York and Pennsylvania railroad was collected and retained by the railroad company.

"After an exhaustive examination by the Department of Commerce, it is known that interstate traffic is produced, both on state and interstate traffic—it appears that the only case that Commissioner Garfield was able to present for criticism in our relations with the Standard Oil Company is this rate on oil between Olean and Rochester, two points in the state of New York, a distance of 100 miles apart, at each of which points are located refineries of the Standard Oil Company, and between which a pipe line could readily have been constructed.

The President's Message.

"In the message from the President transmitting the report of Commissioner Garfield, reference is made to the relations of the railroad to the so-called 'sugar trust' at New York and the information communicated to the President that the so-called 'sugar trust' rarely, if ever, pays the lawful rate for transportation. As the Pennsylvania Railroad Company is known to participate largely in the carriage of this traffic it would necessarily follow that such information applied to that company, and in view of this it is eminently proper to answer thereto should be promptly made on that company's behalf. Having personal knowledge, I deny most positively and emphatically that such information is so far as the Pennsylvania Railroad Company is concerned, on the contrary, I assert positively that the traffic of the so-called 'sugar trust' has been carried for many years past at the lawful published tariff rate, and that no rebate or unlawful concession, direct or indirect, has been paid by our company on this traffic.

"It is unfair and unjust to the President that he should be misled into believing that such condition of affairs exists as stated."

MELLEN IS BRIEF.

If His Road Has Done Wrong There Is Recourse.

NEW HAVEN, Conn., May 5.—In reply to an inquiry as to his opinion of that part of the Garfield report on rebates alleged to have been given by railroads to the Standard Oil Company, President Charles S. Mellen of the New York, New Haven and Hartford railroad tonight made the following statement:

"Mr. Mellen has nothing further to say than in his remarks before the Boston Art Club. He does not see how the issue can be drawn more clearly than was done there.

"If he or his company has committed anything unlawful it would seem proper that proceedings should be taken to enforce the law. Why is this not done?"

SENATOR SCOTT'S MAN.

He Went One Better Than the President's Candidate.

Senator Scott of West Virginia had a candidate for an office, and the senator was pushing his constituent's claims before the President. There was a bar sinister, however, in the record of Senator Scott's man, and the President said that on account of his moral character he could not appoint him.

Then the President renewed the nomination of Ben Daniels of Arizona, and Mr. Daniels was finally confirmed. Whereupon, the story is told around the Capitol, Senator Scott went to the President and said:

"Mr. President, you have certainly not investigated thoroughly the record of my candidate. It is very apparent you have not estimated his worth."

"How is that?" the President is said to have remarked.

"Well," replied the senator, "I see you have nominated Ben Daniels. Now Ben was only in the penitentiary once and my man was in twice."

RHODE ISLAND ASHORE

REPORTED HARD AND FAST ON YORK SPIT BAR

Special Dispatch to The Star.

PORTSMOUTH, Va., May 5.—The battleship Rhode Island is ashore in the Chesapeake bay. While proceeding from Boston to Yorktown for target practice this morning the big fighter went aground on York Spit bar, and the latest heard from her was to the effect that she was hard and fast. Her decks were known to be a yard or two from the water, and the vessel was being hoisted by wireless telegraph as soon as her commanding officer realized that she could not be worked off the sand bar with her own engines. For fear of injuring the splendid vessel he decided to await the arrival of assistance, which was rushed from the navy yard in the shape of the naval tug Hercules and Mohawk. These two powerful vessels will pull on the groundswell warship at high tide this evening, and it is believed that she will be floated without injury. The Rhode Island was on her way from Boston to Yorktown to test her great guns.

The battleship Virginia will be placed in commission at the navy yard in this city on Monday. Commander Searles Shreve will assume command of the splendid vessel on that day, her crew being transferred aboard from the receiving ship Franklin. The large transport USS Oregon will be expected to arrive here from New York and Philadelphia tomorrow morning.

Roulette tables, German hazard tables and other gaming devices which cost at least \$4,500 were burned to ashes this afternoon by the city sergeant on the jail after the gambling establishment was closed at about midnight. The place was a small building on the corner of the city, and was occupied by George Elderkin, Crawford and Water streets, and the burning of the stuff this afternoon was in accordance with the orders of Judge James F. Crocker of the court of hustings. Elderkin, who was arrested at the time the tables were seized, was told that the condition that he surrender the property, dismissed.

WEEKS DEFENDS NAVY

REPLIES TO RECENT SPEECH BY BURTON.

General debate on the naval appropriation bill continued in the close of yesterday's session of the House, one paragraph of the bill being read in order to make it the continuing order before the House adjourned.

International arbitration, the reduction of our armament, a carefully prepared address on the achievements of the navy and a defense of the naval program for 1907, together with a speech in favor of a monument to the late Admiral Mahan, were the features of this legislative day. Those who addressed the House formally were Mr. Bartholdi of Missouri, Mr. Johnson of South Carolina, Mr. Webb of North Carolina, Mr. Tirrell and Mr. Weeks of Massachusetts.

Mr. Weeks of Illinois, in charge of the bill, stated that the naval budget probably would be completed after two days' debate under the five-minute rule. Mr. Payne, the floor leader, thought it would take a day longer.

An appropriation of \$30,000 for the building of a monument at Kings Mountain battle ground was the subject of a speech delivered by Mr. Webb (N. C.).

"I raise the point of no quorum," said Mr. Clark (Mo.). And the chair "in his mind's eye" counted a quorum.

Mr. Tirrell (Mass.) was recognized to explain some of the reasons why there are no more battleships. He said that the bill attributed to the enlistment of boys under eighteen years of age.

Mr. Tirrell said that there was not a post office where the bill was introduced, and that did not contain a flaming poster with magnificent battle ships in the distance and the young men in the foreground inviting the young men to join the navy and telling of the benefits to be derived therefrom.

"The bill ought to be issued against that," said Mr. Mann (Ill.) intently.

Mr. Clark (Mo.) said it was a great mistake to put the bill of division on a boy who had out of pure patriotism enlisted in the navy and who later found he was not up to his requirements. "A boy under eighteen years of age," he said, "should be so treated," remarked Mr. Clark.

Mr. Loud (Mich.) said he had taken a bill which was in the navy on exactly similar lines and there had been no stigma attaching to his discharge.

"Then the navy has one rule for you and another for me," he said, "and you are the one who is indicating the demerit," said Mr. Clark (Mo.).

Mr. Clark (Mass.) a graduate of the Naval Academy, told the address of the bill, and the speaker said that the bill was a fair one and in the very nature of things should be passed. He insisted that the bill was not for the purpose of menacing a neighbor, but for the purpose of protecting our growing commerce.

Mr. Hepburn (Iowa), in a speech some part of which he had read before the House, made the statement that twenty ships had been lost in twenty years, and he deduced from this that the navy was in a bad way. He said that the navy was in a bad way, and he deduced from this that the navy was in a bad way.

With the close of Mr. Weeks' speech, which met with very liberal applause, general debate ceased, and the first paragraph of the bill was read by Mr. Weeks, and at 4:10 the House adjourned until tomorrow at noon.

IT MADE PARDEE SMILE

WHEN HE READ SENATOR TILMAN'S ATTACK.

Special Dispatch to The Star.

ATLANTA, Ga., May 5.—United States Judge Don Pardee, who, according to a statement made by Senator Tillman in the Senate, ought to be impeached, is not disturbed by the attack of the statesman. Judge Pardee smiled at the suggestion of impeachment made by Senator Tillman. He said:

"In the matter of the valuation of roads for rate purposes, I followed the direction previously made by Judge Morrow in '87, Federal Reporter, page 22.

"Besides, the Florida system has had no objection to the valuation of its roads, and if the temporary injunction which I granted was wrongfully allowed, they could have had a hearing by the circuit court of appeals, and the Supreme Court, and they have gone to the Supreme Court of the United States long ago. But no attempt has been made to bring the case to a new hearing.

"Besides," continued Judge Pardee, "I did not make a ruling never before made by any federal judge under like circumstances. I compelled the Louisville and Nashville Railroad Company to give a good and sufficient bond, payable to the railroad of Florida, for any damages resulting from the injunction should it be declared to have been wrongfully issued. In fact, I inaugurated that practice and recommended to Senator Bacon its incorporation in any national rate bill that Congress may pass."

GRANGERS TO PRESIDENT

Beseech Him to Stand Firmly for Rate Legislation.

HARRISBURG, Pa., May 5.—The legislative committee of the Pennsylvania State Grange at a meeting here tonight formulated the following telegram to President Roosevelt:

"The legislative committee of the Pennsylvania State Grange, in behalf of our organization, beseech you to stand true to your original position on rate legislation. We urge you to the utmost to force the members to this end, and hope to win a 'square deal.' (Signed) W. T. Hill, W. T. Cressy, E. B. Dorsett, committee."

WYOMING IS EXCITED

OVER ARREST OF MORMON RISHOP—POLYGAMY RAMPANT.

BASIN, Wyo., May 5.—Excitement was created by the arrest yesterday of Bishop J. J. Jolly, head of a settlement in Big Horn county of 5,000 Mormons, on a charge of maintaining bigamous relations.

The arrest of Bishop Jolly will be followed by the prosecution of nearly a score of other members of the Mormon Church in Big Horn county on similar charges, it is said.

It is alleged that the Mormons had planned to invade Big Horn county, the largest county in Wyoming, to form a smaller county that they could control. This rumor influenced the Gentiles to prosecute Mormons for polygamous relations, it is said.

PLEASED OVER RESULT

GENERAL SATISFACTION IN THE ANTHRACITE REGION.

PHILADELPHIA, Pa., May 5.—General satisfaction was expressed throughout the anthracite coal region today when it became known that the mine workers' convention had decided to accept a renewal of the strike commission's award of 1903. After five weeks' idleness a great majority of the men appeared anxious to return to work, though all had been hopeful of better results from the suspension and the negotiations with the operators.

The fact that President Baer and the operators' committee will meet the miners' scale committee in New York on Monday is generally regarded as an indication that the operators are satisfied with the action of the convention. There is some speculation, however, as to what stand the operators will make regarding the length of time the renewed award will continue. It is believed in some quarters that the operators will demand a three-years' agreement, but this, it is said, will be vigorously contested by the miners. Neither side is willing, however, to discuss that question tonight.

Change in Reading's Plans.

The convention's action today will result in a change of the plans of the Reading Company.

Preparations had been made to resume at some of the collieries next week. A large number of cars had been fitted up for the occupancy of special officers and workmen near the mines. It was the purpose of the company to start up Brookside and Lincoln collieries, and a large force of men were being assembled at Auburn, and were to have been sent from there to the mines and return in the evening.

LONGSHOREMEN STRIKE

FIREMEN AND OILERS ON LUMBER BOATS QUIT.

BUFFALO, N. Y., May 5.—The monthly men in twenty-one of the local elevators were today ordered to strike on Monday if an attempt is made to unload grain with the exception of the monthly men. The monthly men are employed in separating the different kinds of grain as it comes out of a vessel's hold, and their work cannot be performed by men unacquainted with the machinery and the location of the different bins. The union men claim this will checkmate the lake carriers in their attempt to elevate the 2,500,000 bushels of grain afloat in the harbor. The monthly men are not in favor of the strike, but they are not in a position to return to work, but it was finally decided to keep the men out.

The efforts of the lake carriers to break the strike of the monthly men are being made by the Buffalo Furnace Company, which has been secured to move part of their fleet. This has been demonstrated at the docks, where the one handers are not organized. Seven boats have unloaded and cleared from there since the strike began.

The Buffalo Furnace Company, which is expected, will be the supreme test of strength between the unions and the lake carriers.

The efforts of the ore handlers at the docks of the Buffalo Furnace Company was effectively broken today by the employment of non-union men. No attempt was made by the strikers to molest the men at work there.

135 More Joined Strikers

DETROIT, Mich., May 5.—President D. J. Keefe of the International Longshoremen, Marine and Transport Workers' Association has received reports from his lieutenants going to show that 135 mates have left their vessels at Lake Erie ports and joined the strikers. Rumors have been current here that an important meeting of the strikers would be held at Buffalo, but President Keefe said he had no knowledge of such a meeting.

The local steamboat inspectors at Marquette, Mich., after investigating the collision of the steamers Sylvania and Bessemer, have suspended the license of White Point in Lake Superior last June, have suspended for sixty days the license of Capt. Ehrhart of the Sylvania, and for three days that of Capt. W. S. Hoag of the Bessemer.

Nearly All Train Crews Left Off

DULUTH, Minn., May 5.—Nearly all of the train crews have been taken off the ore-carrying railroads in this county because of the lake strike. The open pit mines have all been closed down. The underground mines will continue to operate, and their ore will be put in stock for export. The strike of the lake carriers is expected, will run into thousands. All vessels coming in here for cargoes are being delayed, but the work of the harbor of arrivals from the lower lakes is beginning to decrease.

Vessels Tied Up

MILWAUKEE, Wis., May 5.—Two steamers, the Stone and Volunteer, from the lower lakes, started on return trips today. Vessels belonging at this port are tied up on account of the strike. The Wisconsin and Pacific Lake Company, which have contracts with crews for round trips.

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